1955-1956 Construction Program

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PROPOSED

1955 - 1956

CONSTRUCTION PROGRAM

Prepared by

Bureau of Planning and Traffic

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ACCOUNTING OF FUNDS

1955-1956 CONSTRUCTION PROGRAM

FUNDS AVAILABLE

Appropriated New Jersey Funds		$20,000,000
Balance of 1954-1955 Funds		1,614,000
Federal Aid Allocation 1955-1956		15,432,957
Primary	$4,081,077	
Urban	7,592,209	
Interstate	3,759,671	
Balance Federal Aid Previous Allocations		8,458,938
Primary	$1,304,144	
Urban	3,327,275	
Interstate	3,827,519	
Total Funds Available		$45,505,895

USE OF FUNDS

1955-1956 CONSTRUCTION PROGRAM

Appropriated New Jersey Funds	$20,000,000
Balance of 1954-1955 Funds	1,614,000
Estimated Federal Funds	12,526,751
Total Funds to be Used	$34,140,751
Balance of Funds Available	$11,365,144
Total Federal Aid Funds Available	$23,891,895
Estimated Federal Aid Funds Matched	12,526,751
Estimated Balance Federal Aid Funds - June 30, 1956	$11,365,144

ACCOUNTING OF FUNDS

PROPOSED 1955-1956 CONSTRUCTION PROGRAM

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning and Traffic

PROPOSED 1955-1956 CONSTRUCTION PROGRAM

August 22, 1955

ITEM	ROUTE (1953)	DESCRIPTION	COUNTY	PROPOSED THIS PROGRAM: PREVIOUSLY EXPENDED	EST. FEDERAL AID	ESTIMATED TOTAL	CONTEMPLATED FUTURE EXPENDITURE	ITEM
1		Camden Improvements	Camden	$13,000,000	$ 1,600,000	$ 3,700,000	$ 7,000,000	1
2	17	Franklin Turnpike Separation	Bergen		700,000	1,850,000		2
3	72	Manahawkin Bridge	Ocean	1,750,000	800,000	1,750,000	10,000,000	3
4	20	Fifth Avenue to First Avenue	Passaic	555,000	125,000	250,000		4
5	U.S.22	Watchung Avenue Overpass	Somerset	350,000	400,000	800,000		5
6	U.S.22	Park Avenue Overpass	Union	300,000	350,000	700,000		6
7	29	Parkside Avenue to Aberfeldy Drive	Mercer	2,400,000	900,000	2,000,000		7
8	U.S.206	Mansfield Square to Columbus	Burlington		650,000	1,450,000	1,000,000	8
9	10	Wittpen Bridge to Tonnele Circle	Hudson		500,000	1,000,000		9
10	38	Haddonfield Road to Church Road	Camden	48,000	750,000	1,700,000		10
11	U.S. 1	Amboy Avenue Separation	Middlesex		750,000	1,750,000		11
12	69	Trenton to Bull Run Road	Mercer		225,000	500,000	600,000	12
13	U.S.202	Route 10 to Route U.S. 46	Morris	1,640,000		1,900,000		13
14	37	Pelican Avenue to Seaside Heights	Ocean		2,076,951	4,625,000		14
15		Advance Right-of-Way	**Statewide		2,525,000	5,500,000		15
16		Miscellaneous Construction	*Statewide			4,108,381		16
17		Joint Federal Project	Statewide		174,800	557,370		17
					$12,526,751	$34,140,751		

* Item 16 includes:
- (a) Intersection Revisions
- (b) Island Closings
- (c) Creeper Lanes
- (d) Barrier Curbs

** Item 15 to be used in:
Middlesex, Essex, Ocean, etc.

Submitted by _____
Supervising Engineer

Recommended for Approval _____
Director and Chief Engineer
Planning & Research

Recommended for Approval _____
State Highway Engineer

Approved _____
State Highway Commissioner

Approved Robert B. Meyner
Governor

NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning and Traffic

[illegible] CONSTRUCTION PROGRAM

August 22, 1955

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Submitted by [signature]
Supervising Engineer

Recommended for Approval _____
Director and Chief Engineer
Planning & Research

Approved _____
State Highway Commissioner

Recommended for Approval _____
State Highway Engineer

Approved _____
Governor

GLOUCESTER AREA IMPROVEMENTS - $3,700,000

Under previous fiscal programs the State allocated to the construction of the North-South Freeway, and the approaches to the new Delaware River Bridge at Gloucester, $13,000,000. The Delaware Port Authority allocated an additional $8,500,000 as their share in the cost of the approaches to the bridge being constructed by the State Highway Department. These funds have been committed for right-of-way purchases, and several grading and bridge contracts.

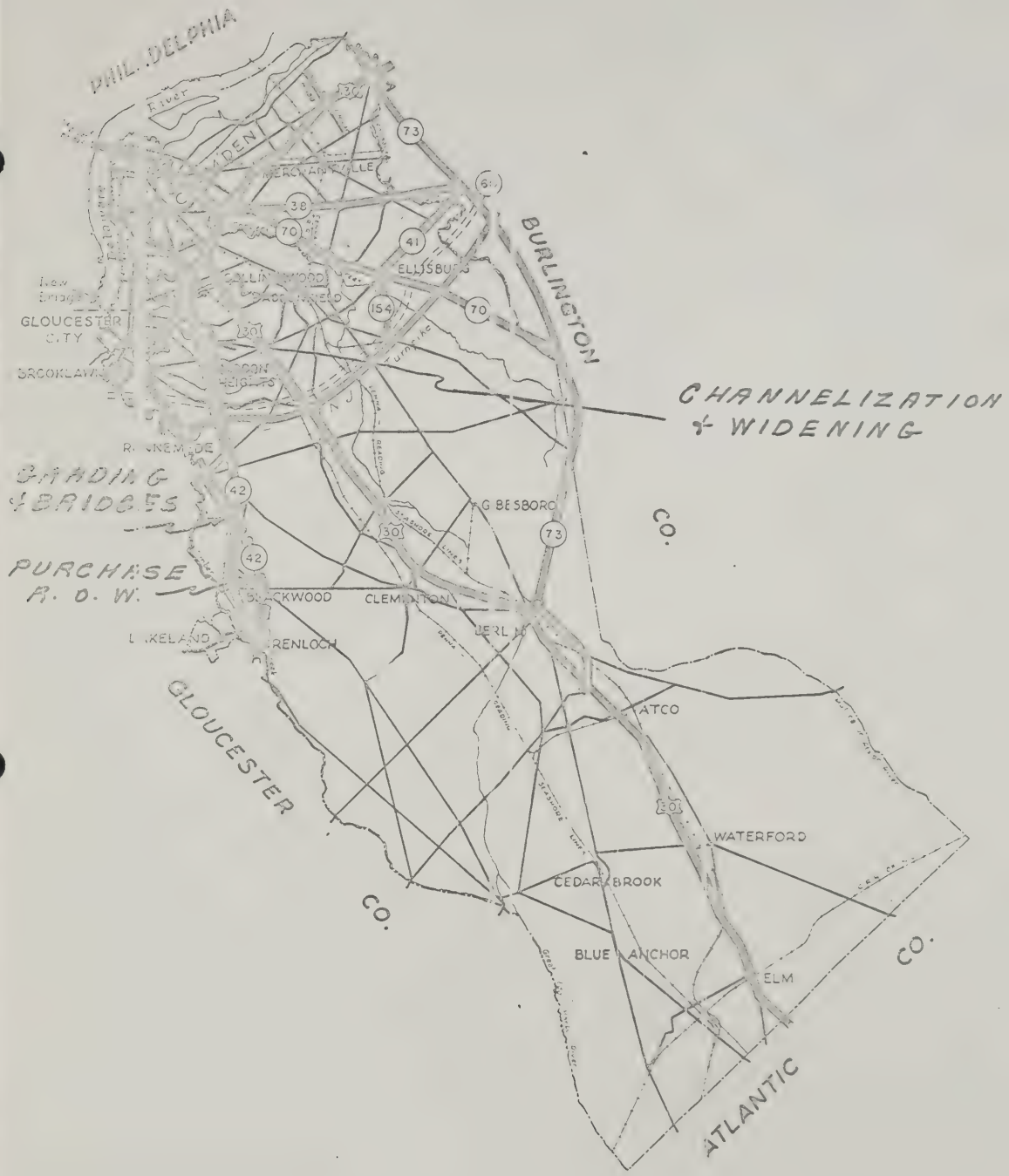
It is imperative that the North-South Freeway to Turnersville and the approach connections, with existing Route 42 and Nicholson Road, be completed coincident with the opening of the new bridge across the Delaware River.

This item will further this work and from it funds will be allocated as follows:

(a) To continue grading and construct bridges between Lower Landing Road and existing Route 42 near Blackwood.

(b) To purchase the remaining necessary right-of-way between Lower Landing Road and Turnersville which is the presently proposed terminus of the Freeway.

(c) Construct widening of existing Route 42, between Kendall Boulevard and Nicholson Road, including traffic signal controlled channelized intersection at Nicholson Road.



Camden County

1

MARCH 1955

ROUTE 17 - FRANKLIN TURNPIKE SEPARATION - $1,850,000

Under previous programs the three lane section of Route 17, extending from the Franklin Turnpike Circle at Ramsey to the New York State Line, is being rapidly converted to a modern six lane dual highway with grade separations at all important cross roads.

Because of the heavy traffic volumes on all the legs of the Franklin Turnpike Circle, the inadequacy of the weaving distances, the rapid development of commercial enterprises adjacent to it, and the expansion of the whole area as a result of the new Ford Plant at Mahwah, very serious congestion has developed at the Circle with the accident experience worsening.

This project will provide for complete separation of the Route 17 traffic and the Franklin Turnpike traffic, with safe and convenient interchange movements, and will eliminate congestion and reduce the accident potential to a minimum.

The average volume on Route 17, just south of the Circle, is 20,000 and just north 17,000.. The volume on Franklin Turnpike is 6,700.

New York
Franklin Turnpike
Thruway
NEW YORK
PASSAIC CO.
ESSEX CO.
HUDSON CO.
RAMSEY
MONTVALE
OAKLAND
WYCKOFF
HILLSDALE
OLD TAPPAN
NORTH
RIDGEWOOD
EMERSON
CLOSTER
HARRINGTON PARK
DUMONT
TENAFLY
HACKENSACK
ENGLEWOOD
TEANECK
GARFIELD
LITTLE FERRY
FORT LEE
RUTHERFORD
EDGEWATER
LYNDHURST
Passaic River
Hackensack River
Hudson River
Saddle River
Franklin Lake
Saw Mill Creek
Meadows
Overpeck Creek
George Washington Bridge
Palisades Interstate Parkway
Garden State Parkway
Erie Railroad
Conrail
Ridgewood Reservoir
Oradell Reservoir
Oakland Reservoir
Valley Rd.
Honeoye Ave.
Paramus Rd.
Essex St.
Summit Ave.
Grand St.
Main St.
Anderson St.
Broad St.
Lafayette St.
Cedar Lane
Fairview Ave.
Hudson Terrace
Cliffside
Point Lookout
17
208
4
3
20
7
93
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57
46
45
Bergen County
2
MARCH 1955

ROUTE 72 - MAIN MAIN BRIDGE STRUCTURE - $1,750,000

In the 1954-55 program, $1,750,000 was allocated toward the starting of the Barnegat Bay crossing. This amount will cover the cost of the complete substructure of the bridge over main channel and leave a small balance.

It is proposed, under this present item, to provide an additional $1,750,000 which added to the remaining balance of the previous allocation, will allow for the placing of all the fill necessary for the entire approach causeway plus the cost of design and a portion of the substructure work for one or more of the small bridges necessary between the bridge over the main channel and the mainland.

Delay was encountered in the early planning of this bridge because of controversy as to the required channel clearance. A 60' clearance has now been approved by the War Department, and the design of the structure is proceeding.

The existing crossing of the Barnegat Bay in this area is in a dubious structural state and may fail at almost any time. A rush of currents under the bridge has eroded the area around the piling and an examination disclosed that the piling, in some instances, was giving no support to the structural approaches. Since the existing bridge and causeway is the only connection with the mainland, upon which a 50,000 summer population and a 4,000 permanent resident population depends, it is imperative that this project be completed as soon as possible. The average day volume on this route is 6,000 but volumes of 10,000 in one direction are recorded on peak days.

Ocean County

3

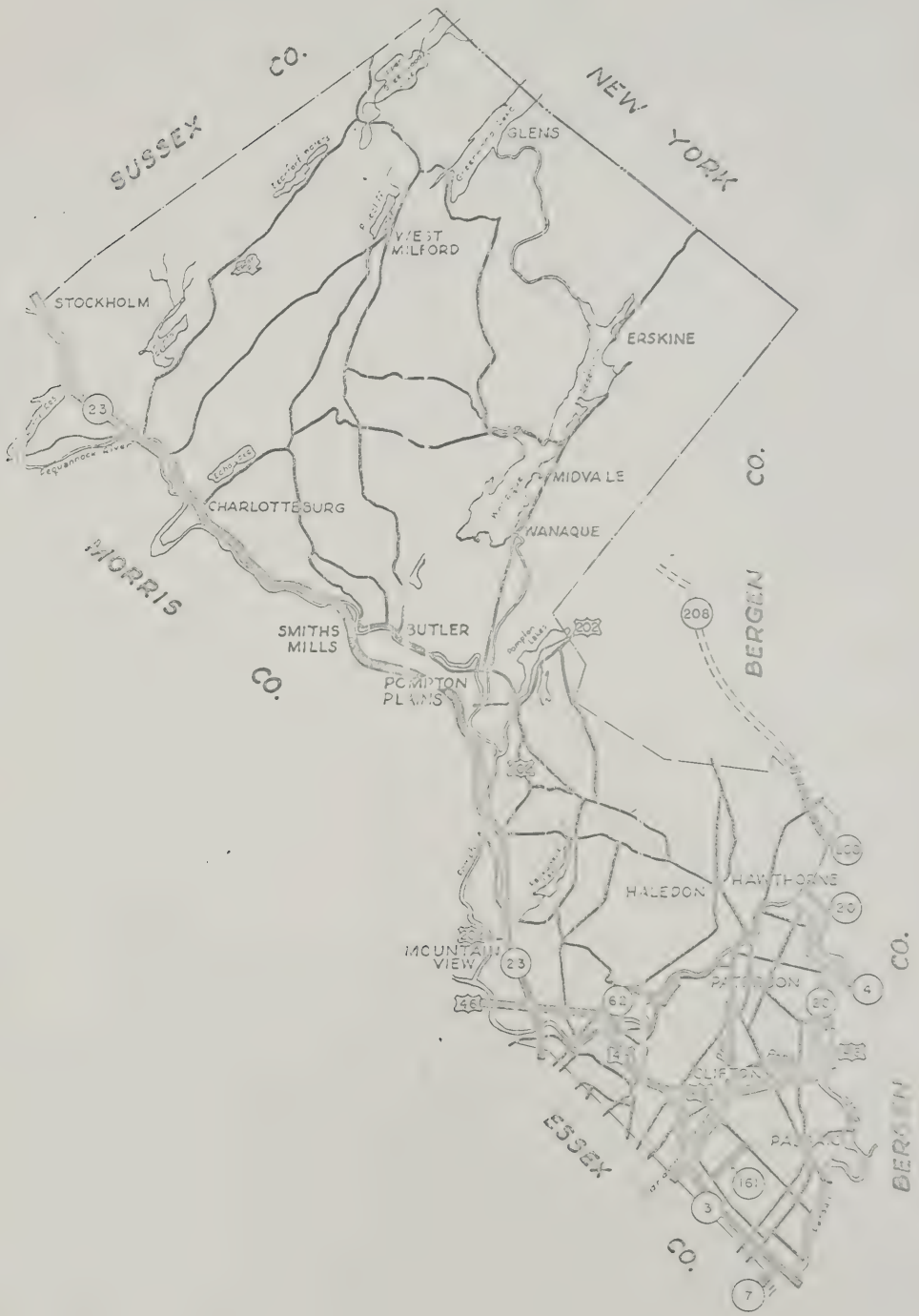
MARCH 1955

ROUTE 20 - FIFTH AVENUE TO FIRST AVENUE - $250,000

The State Highway Department presently has contracts under way from Route 4 northerly to Fifth Avenue whereby Route 20 is being converted from a three lane highway to a four lane divided facility.

Officials of Paterson have been very cooperative in passing ordinances prohibiting left turns through Paterson on this route. The presently proposed improvement would complete the work on this route from Route 4 to the northerly limit of the State Highway Department's jurisdiction at First Avenue, providing for a better interchange of traffic at the narrow Maple Avenue Bridge, by constructing channelization and controlling traffic movements by a system of traffic signals and integrating the traffic movements with the one-way street system proposed by the City of Paterson in the area between Fifth Avenue and First Avenue.

Route 20 in this area has an average day volume of 17,000 vehicles.



Passaic County

4

MARCH 1955

ROUTE U.S. 22 - WATCHUNG AVENUE OVERPASS, NORTH PLAINFIELD - $600,000

Under the 1954-1955 program, provisions were made for the purchase of right-of-way necessary to the construction of an overpass at this point. Both Watchung Avenue and Somerset Street, crossing Route U.S. 22, have been scenes of many accidents. In addition to the large volumes of direct crossing traffic there are heavy turning movements at both of these streets. Traffic at each intersection is presently controlled by signal lights but the narrow center median on Route U.S. 22 gives little protection to the turning movements and fatalities have occurred.

Having purchased the right-of-way under the previous fiscal program, it is now planned to construct an overpass between Somerset Street and Watchung Avenue which will permit traffic to cross Route U.S. 22 and complete all turning movements conveniently and safely. It will also be a step toward the closing of additional center median openings by providing for the making of "U" turns.

Route U.S. 22 at this point has an average day volume of 33,000 vehicles. Somerset Street carries 9,000 and the volume on Watchung Avenue is 7,000 vehicles.

Somerset County

5

MARCH 1955

ROUTE U.S. 22 - PARK AVENUE OVERPASS SCOTCH PLAINS - $700,000

At this location the same procedure was followed as in the case of Watchung Avenue overpass. Right-of-way is presently being purchased so that when construction begins it will not be delayed by right-of-way difficulties.

Park Avenue, at its intersection with Route U.S. 22, gradually reached the point of traffic saturation and severe traffic congestion exists during peak hours. Contributing to this is the large amount of cross traffic and left turn traffic generated by the Bell Laboratory at Murray Hill and the consequent development of that area. The construction of this overpass will provide a freer movement of traffic along Route U.S. 22, as well as the safer interchange of traffic with Park Avenue. As in the case of Watchung Avenue overpass it will also provide a means for traffic on Route U.S. 22 to "U" turn or reverse movement and lead to the future closing of additional center median openings.

Route U.S. 22 at this point has an average day volume of 35,000 vehicles. Park Avenue carries 10,400 on an average day.

ESSEX
CO.
MORRIS
CO.
SUMMIT
MAPLEWOOD
SPRINGFIELD
UNION
MOUNTAINSIDE
KENILWORTH
ELIZABETH
SCOTCH PLAINS
WESTFIELD
ROSELLE
Park
SOMERSET
CO.
FANWOOD
LINDEN
PLAINFIELD
RAHWAY
NEW YORK
MIDDLESEX
CO.

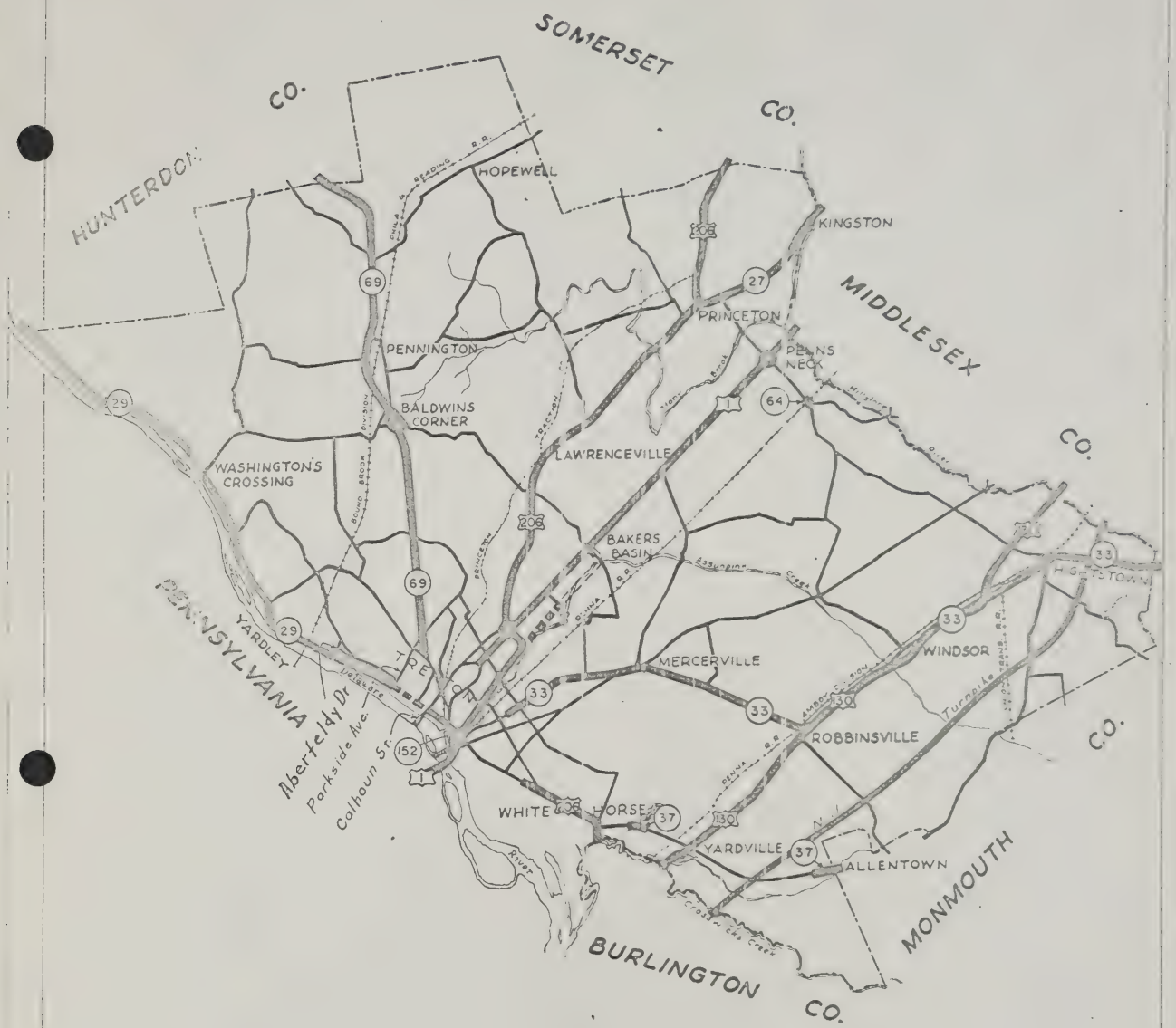
ROUTE 29 - PARKSIDE AVENUE TO ABERFELDY DRIVE - $2,000,000

Under the present fiscal program Route 29 is being completed from Calhoun Street to Parkside Avenue. The discharge of all traffic on this Route into Parkside Avenue undoubtedly would cause a serious traffic condition at the intersection of West State Street and Parkside Avenue and increase the hazard to pupils of Junior High School #3 located adjacent to this intersection.

This item provides for carrying the improvement of Route 29 from Parkside Avenue to Aberfeldy Drive near the westerly city limits of Trenton.

With the completion of this project all traffic from River Road, Sullivan Way and the extreme westerly section of Trenton, will be able to avoid West State Street clear into the center of Trenton and reduce considerably the existing congestion on this street at peak hours.

West State Street, just westerly of Calhoun Street, carries 21,000 on an average day and at Parkside Avenue 14,700 vehicles.



Mercer County

7

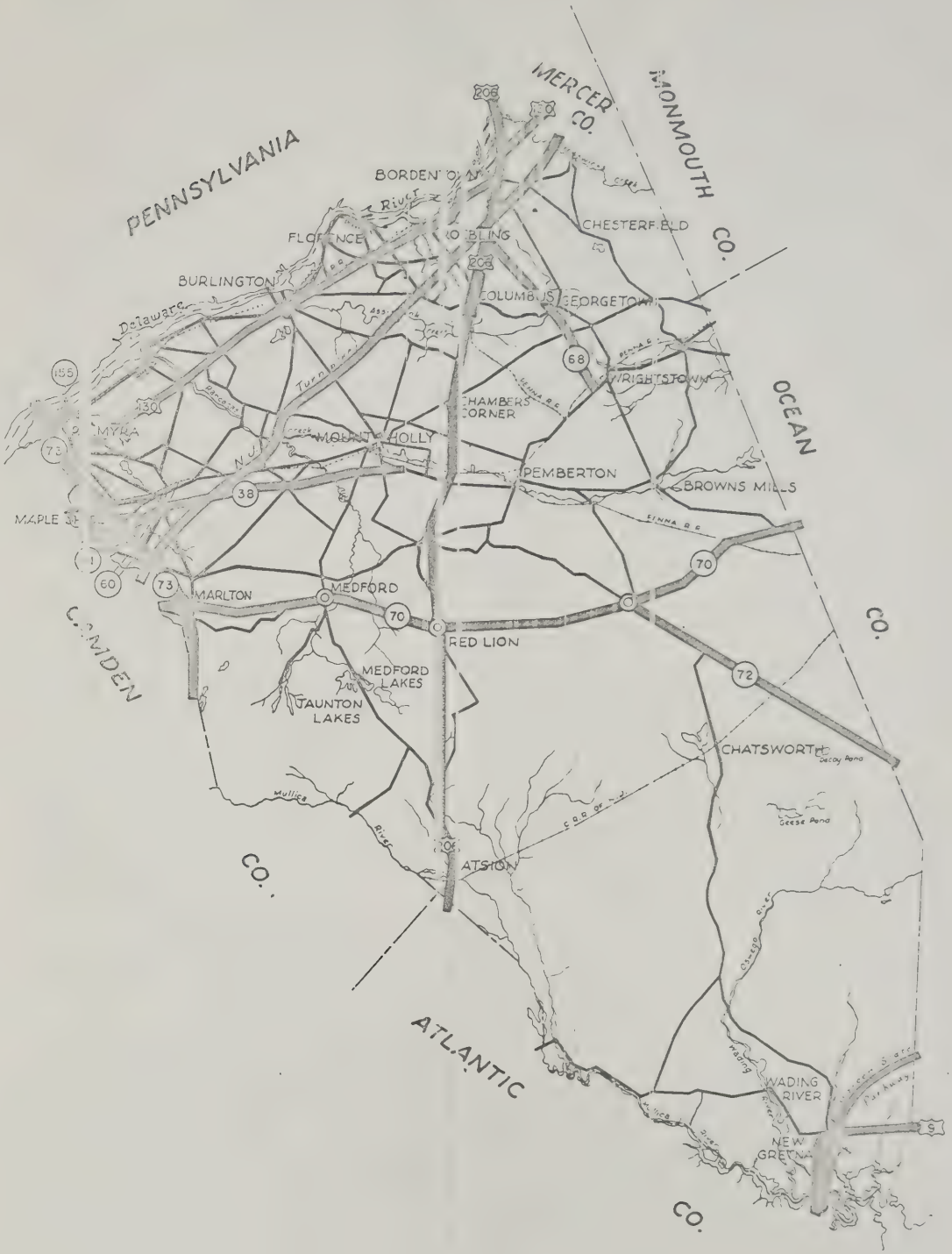
MARCH 1965

ROUTE U.S. 206 - MANSFIELD SQUARE TO COLUMBUS - $1,450,000

This section of Route U.S. 206 is in poor condition and excessive maintenance costs accrue in the effort to keep it in reasonable repair.

Since the completion of the New Jersey Turnpike, with an interchange located on this route at Mansfield Square and the accelerated development of Burlington County occasioned by both increased activities at Fort Dix-McGuire Air Field and the industrial development in the Delaware Valley, there has been an increase of traffic on Route U.S. 206. The 1955 average daily volume is 5,500 vehicles but on peak days the volume will be more than double this amount.

In reconstructing this section it is planned to increase the capacity of the highway by providing four travel lanes through this area and to relocate the roadway westerly of the existing road through the built up section of Columbus. This relocation will provide a grade separation with the Columbus-Burlington Road and relieve the rather hazardous existing intersection in the center of Columbus. This project will be a beginning to the ultimate expansion of the entire route southerly to the Chamber's Corners area.



Burlington County

8

MARCH 1955

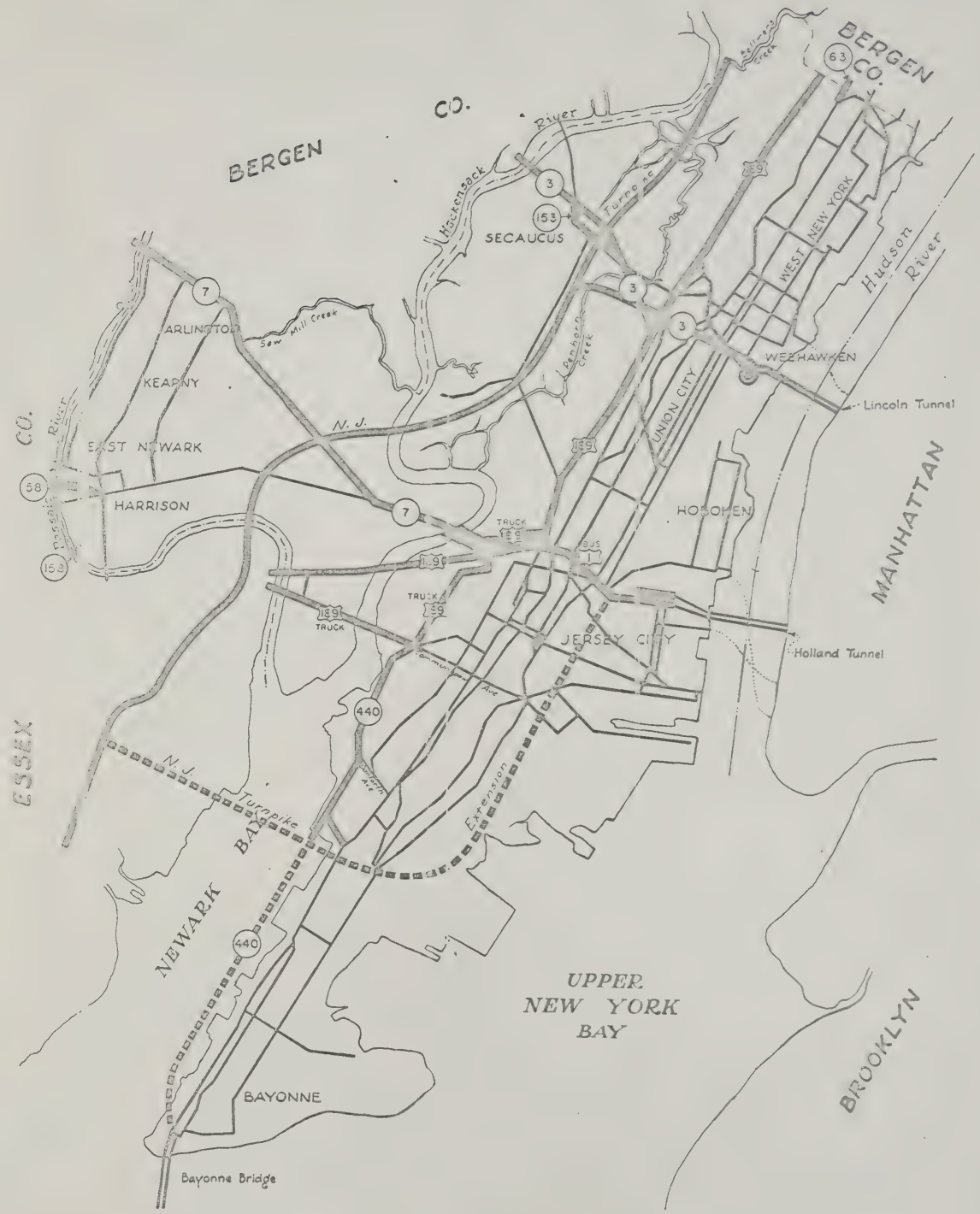
ROUTE 10 - WITTPENN BRIDGE-TONNELE CIRCLE - $1,000,000

The pavement on Wittpenn Bridge, which carries Route 10 over the Hackensack River is in bad condition. Trolley tracks no longer used are imbedded in the pavement and are a potential cause of accidents.

The weight of the existing bridge is deemed too great for the bearings. It is, therefore, proposed to lighten the structure by removing the existing pavement and replace it with an open grid deck. This will provide an adequate permanent riding surface of much less dead weight.

The pavement from the easterly end of this bridge to Tonnele Avenue is constructed of granite block on a concrete base. The sand-mortar cushion supporting these blocks has failed, causing serious irregularities in the riding surface, and the blocks have become polished from the wear of traffic. This smoothing of the granite block, plus the oil drippings of the vehicles, causes a slippery condition which is hazardous especially after light rains.

The section of the route in question carries an average day volume of 26,000 vehicles at the bridge and 36,000 easterly of Wallis Avenue Circle of which approximately 50% are trucks. Because of this condition of the pavement, vehicles must travel very slowly and cautiously resulting in serious congestion through this area.



Hudson County

9

MARCH 1955

ROUTE 38 - HADDONFIELD ROAD TO CHURCH ROAD - $1,700,000

Route 38 from the Haddonfield Road to Church Road is presently undergoing almost total development of the frontage areas along either side of the route. The R. C. A. has in operation a big new plant in the area, a large home development is in progress, the Cherry Hill Inn has been completed and is in use, and a large shopping center with a Strawbridge and Clothier store as the main support, is proposed.

Route 38 at this point had an average day volume of 14,000 vehicles in 1955. The above listed development will contribute increasingly to this volume and as the different projects are completed, and the home development in the area to the east expands, it will further increase the commuter traffic.

This present and future traffic load requires the construction of additional traffic lanes between Haddonfield Road and Church Road as well as the conversion of the existing traffic circles, at the two roads, to grade separations.

The total investment necessary is too great for inclusion in one program based on available funds. For that reason it is presently proposed to construct the grade separation at the intersection of Route 38 and Haddonfield Road, to convert the circle at Church Road into a traffic signal controlled channelization and to widen the pavements of the existing dual highway between these two intersections and so increase the capacity of Route 38 through this area.

It is understood that marginal roads will be constructed in the future by the adjacent developments which would further increase the overall capacity of the section by eliminating much side friction.

Camden County

10

MARCH 955

MIDDLESEX - U.S. 1 - AMBOY AVENUE SEPARATION - $1,750,000

Over a period of years this intersection with Route U.S. 1, in Edison Township, has been a point of frequent accidents. It has been increasingly difficult for Amboy Avenue traffic to cross Route U.S. 1, and even with traffic signal control and every possible type of sign, accidents have continued with some fatalities.

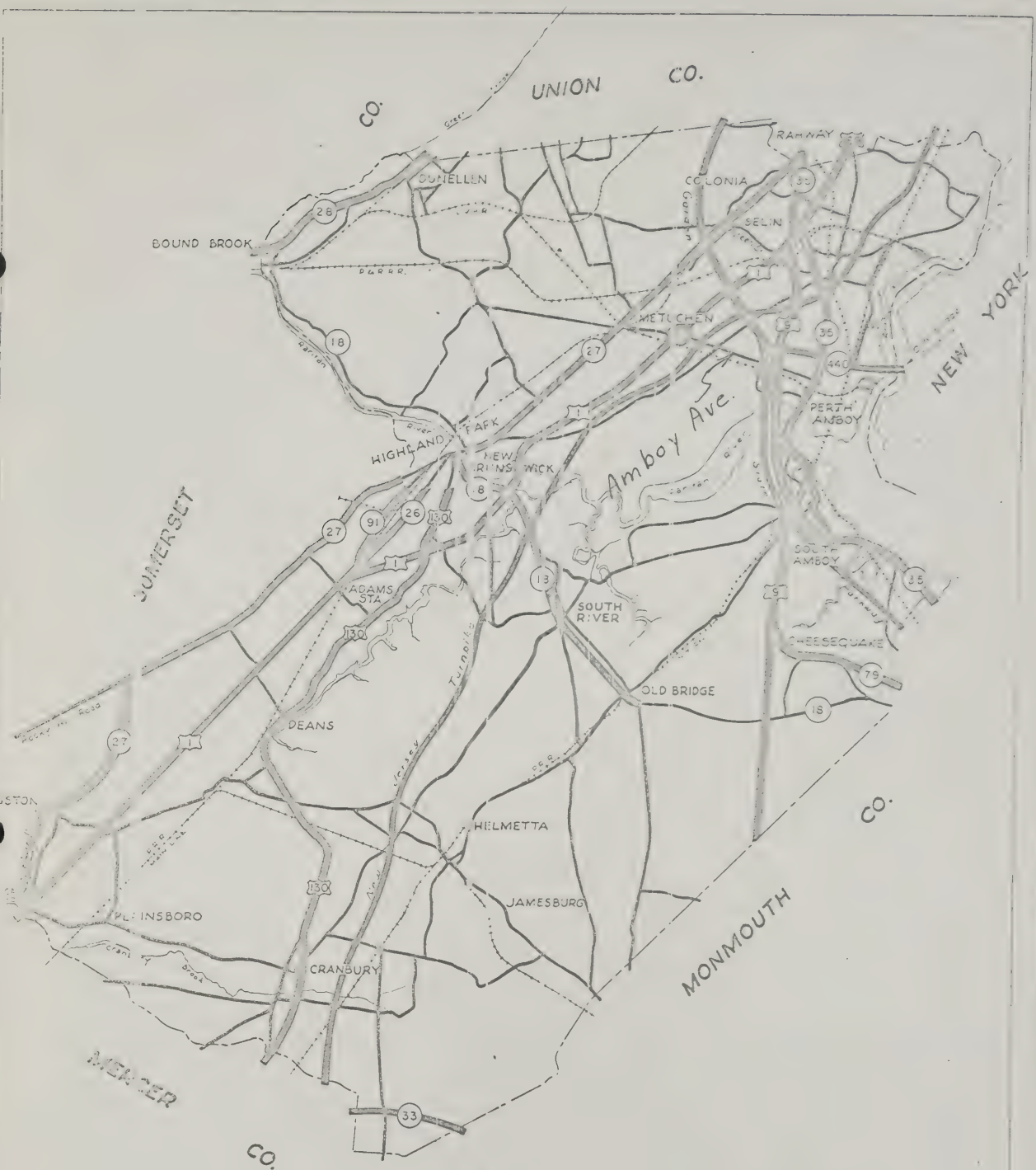
The Department feels that steps must be taken immediately to provide safe passage from one side of Route U.S. 1 to the other and to provide for all turning movements.

Much time has been spent in studying ways of providing a safe movement of traffic through this intersection and several schemes have been given serious consideration and discussed with local authorities.

The numerous high tension lines of the utility company immediately adjacent to Route U.S. 1 and crossing Amboy Avenue have presented serious obstacles to correction of the condition at this intersection.

A design, which is acceptable to both the State Highway Department and the local authorities, carries Route U.S. 1 over Amboy Avenue and has been approved and is planned for construction under this item.

The annual average day volume on Route U.S. 1, in the vicinity of Amboy Avenue, is 38,200. The volume on Amboy Avenue is 14,300.



Middlesex County

MARCH 1955

ROUTE 69 - TRENTON TO BULL RUN ROAD -- $500,000

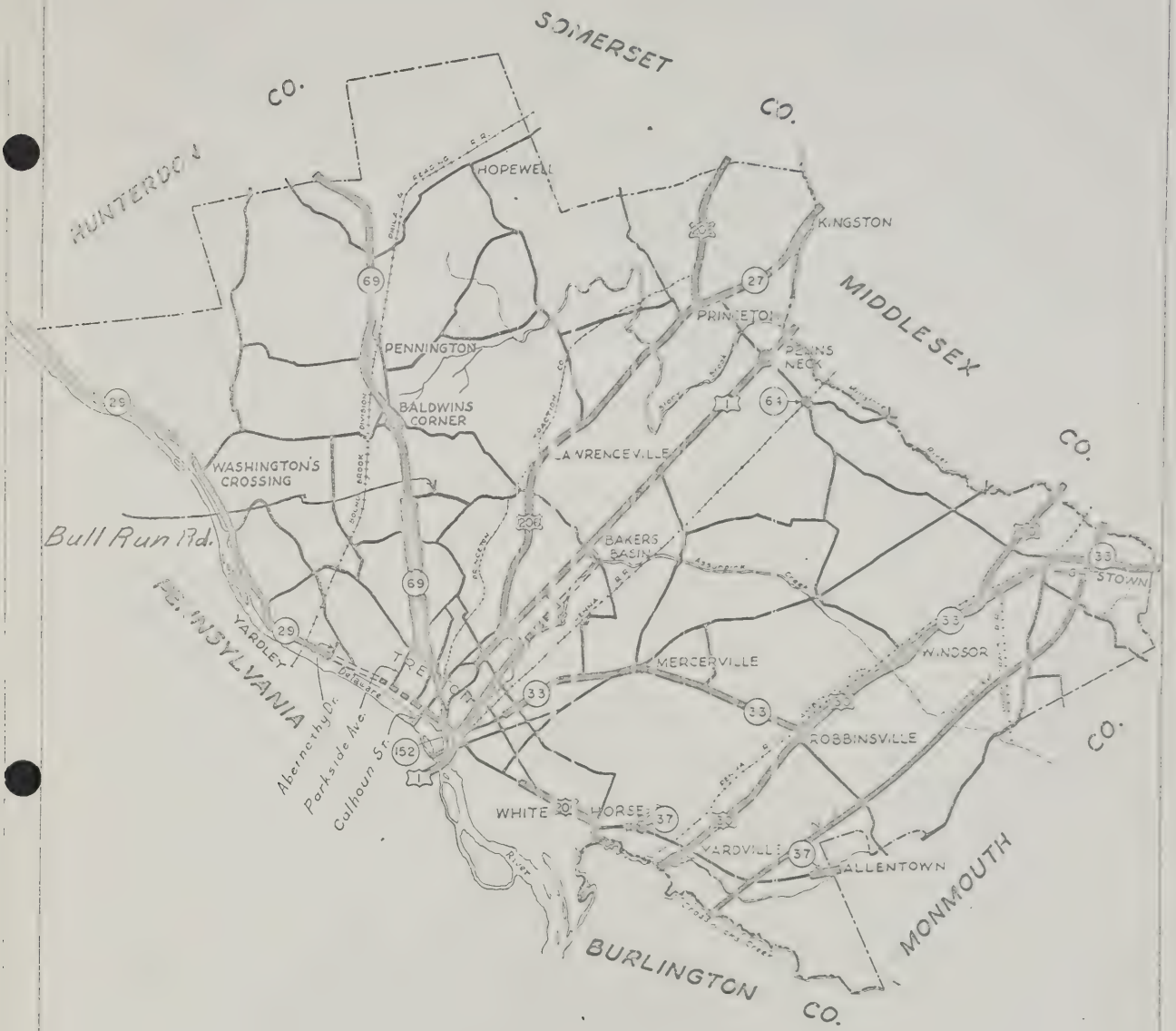
In 1926 a 20' pavement with curb adjacent to the westerly edge and a shoulder of varying width, but generally 5' wide adjacent to its easterly edge, was constructed on this Route as one-half of a future proposed 40' roadway. Traffic volumes at Twingville in 1940 were 5,000 on an average day and now are 8,000 vehicles.

The alignment is poor consisting of almost continuous curvature. Some of these curves are sharp and this feature, combined with curb, reduces the capacity of this roadway.

The adjacent area, particularly between Trenton and Bull Run Road, is completely developed with housing and Route 69 serves these developments as the main artery into the Trenton shopping and industrial areas.

Under this project, it is planned to widen the existing pavement to 42 feet. This would provide sufficient width for two lanes of traffic to flow freely if parking is permitted to exist. With parking restricted it would provide four travel lanes.

Around the 5° curve, through the area locally known as Cornell Switch, which is immediately south of Bull Run Road, there have been many bad accidents with several fatalities. Through this area parking will be definitely restricted on both sides and, with the widened pavement and the reverse banking corrected by superelevating the pavement, the accident potential will be almost eliminated.



Mercer County 12

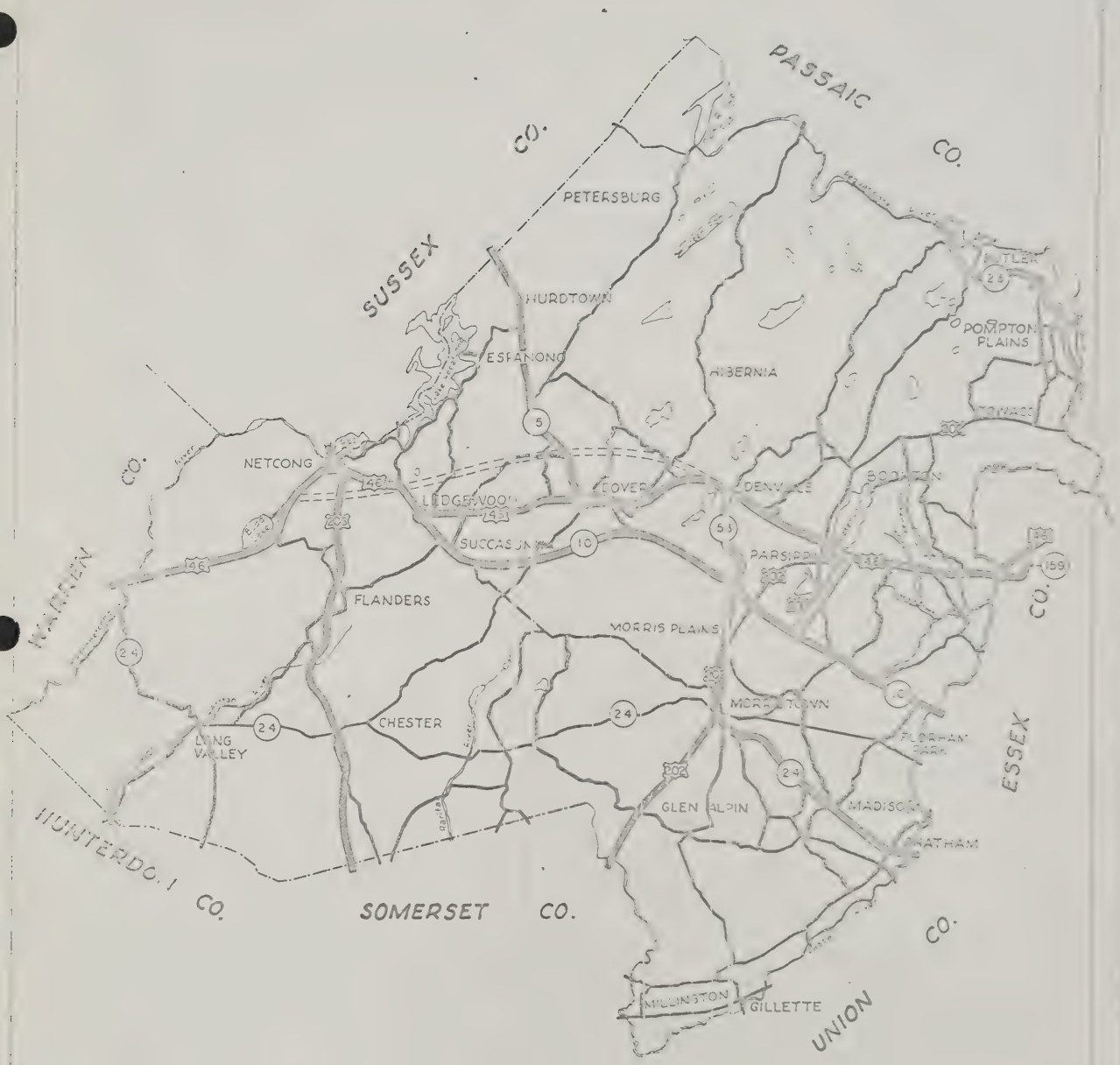
MARCH 1955

ROUTE U.S. 202 - ROUTE 10 TO ROUTE U.S. 46 - $1,900,000

At the present time the State Highway Department has under contract a grading project for this section between Route 10 and Route U.S. 46. It is anticipated that this project will be completed early this summer and will be in condition for the addition of the paved surface and other appurtenances necessary to safe travel over the route.

In order to place the present investment, approximating two million dollars, at the disposal of the public as quickly as possible, we propose to complete this project and this will provide a safe, convenient, modern facility for traffic between Route 10 and Route U.S. 46 and the municipalities adjacent thereto. This traffic presently must use the existing county and township roads which are narrow, have poor alignment and grades, and along which many housing developments have been constructed.

It is estimated that on completion, this section of Route U.S. 202 will carry an average day volume of better than 5,000 vehicles.



13

Morris County

MARCH 1955

ROUTE 37 - PELICAN ISLAND TO SEASIDE HEIGHTS - $4,625,000

This portion of Route 37 carries 8,000 vehicles on an average day but on a peak day this volume is approximately tripled.

The old wooden trestle and causeway, connecting the Island with Seaside Heights necessitate excessive maintenance. The trestle recurrently takes fire and poses a very serious traffic problem. In addition, this route enters Seaside Heights in its most congested area being the center of the shopping district and main entrance to the boardwalk, shops and amusements.

It is proposed to construct a dual roadway (on fill from the Island to the beach) providing a small fixed bridge through which small craft will be able to pass. At the westerly edge of Seaside Heights an interchange will be constructed on a filled area with a dual road connecting on the south to Central Avenue, in the vicinity of the southerly Borough line of Seaside Heights and on the north to Ocean Avenue and the old railroad right-of-way, in the vicinity of the northerly Borough line of Seaside Heights. This will permit the dispersal of traffic outside of the congested central portion of Seaside Heights and also provide ingress to the State's beach property.

Ocean County

14

MARCH 1955

ADVANCE PURCHASE OF RIGHT-OF-WAY - $5,500,000

This item will provide funds for the purchase of right-of-way well in advance of construction, particularly parcels where imminent development is planned by the owners.

This procedure will eliminate the uneconomic loss of time to the owners and expenditure of State funds for the improvements effected, and will also tend to speed construction by assuring the successful bidders on highway contracts of a right-of-way free of delaying obstacles.

Under the former system many of our contractors have experienced undue delays in their operations because of right-of-way negotiations not being completed on the entire project by the time the contract is awarded.

The State of California, with a 10 year program amounting to $10,200,000,000, and an annual expenditure of $220,000,000, provides a fund for the advance purchase of right-of-way which amounts to a figure varying between $25,000,000 and $30,000,000 per year.

The establishment of such a fund in New Jersey might very likely result in better prices once the contractors are assured of the fact that they need not anticipate delays caused by right-of-way difficulties.

MISCELLANEOUS CONSTRUCTION - $4,108,381

A - Intersection Revisions and Miscellaneous Construction

Many times, with the installation of traffic signals, the revision of existing intersections is found necessary. These changes include the construction of channelizing islands, relocation of curb lines and rebuilding of drainage structures. These items cannot be determined until the investigation for signals is completed and the installation designed.

With the intense development taking place along many of our highways, the consequent filling in of many low areas, and the opening of new streets and driveways, it becomes necessary to make changes in our drainage systems. These are many times in the nature of emergency projects since often they are brought to our attention by flooding when development plans have not been submitted to us in advance of construction.

B - Island Closings

It is necessary and wise to provide advance funds to close island openings which are points of potential and actual accidents due to new developments along the highway. It permits the Highway Department to take advantage of changing conditions and to further the work of reducing the number of island openings which, with increasing traffic flows, have been found a definite hazard.

In its new work the Highway Department constructs the center island continuous without frequent openings providing for left turns and "U" turns at intersections. The Department plans to concentrate on the closing of islands in the populous and high volume areas along our State highways and also to close openings which are now receiving little or no use.

(Continued on next page)

C- Creeper Lanes

Throughout the State, but more particularly in the northern portion, there are grades on our existing highways which, because of their steepness or length, or a combination of both, cause large trucks to "creep" up the hill. On our many miles of two lane pavements this is a serious cause of congestion and a potential for accidents by reason of the lighter trucks and passenger cars attempting to pass the slower vehicles.

It is planned, under this project, to construct a shoulder lane on the uphill side of such grades adequate for the use of the slow trucks as "Creeper Lanes" and permit a normal flow of traffic on the existing lane. This will not only reduce the accident potential but make possible, in many cases, the deferment of dualization or widening of a piece of roadway which normally adequately carries the existing traffic load and would do so for some years in the future.

D- Barrier Curbs

The development of the "Barrier Curb," as a deterrent to vehicles "jumping" the center median and causing "head-on" accidents, is fairly recent. It has been used in New Jersey in four locations, Route U.S. 22 at Jugtown Mountain, Route U.S. 46 at Water Gap, recently Route 4 at Teaneck and Route 20 at Paterson. There are other spots where a narrow center median exists with large volume high speed traffic and where the accident record is not good. It is planned, under this item, to construct "Barrier Curbs" at such places as have bad records or where, through recent adjacent development, the accident potential increases.

JOINT FEDERAL PROJECT - $557,370

This item provides funds for the operation of the Bureau of Planning and Traffic of the State Highway Department.

The Hayden-Cartwright Act provides that, in order to obtain the benefits of Federal Aid, each Highway Department must use one and one-half percent of its Federal Aid Funds in highway research and planning conducted by an organization such as this Bureau.

The total contribution toward the maintenance of this Bureau, by the Federal Government, is $174,800, which must be matched with State Funds. The differential is a straight State contribution toward the operation of the Bureau and is justified by the traffic and design data placed at the disposal of the Highway Department in its design and planning work and the operations connected with the investigation and planning of traffic signals, and the determination of necessary regulations for the safe and proper movement of traffic on the State Highway System.

Construction Program

G1C—50M—255

State of New Jersey
STATE HIGHWAY DEPARTMENT
DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 25

COPY FOR H. A. Hartmann

January 26, 1956

Mr. O. H. Fritzsche

Closing the island openings in Pequannock Township on Route 23 and constructing turnarounds about 3000 feet apart will probably cost about $300,000.00.

Closing the island openings in Riverdale Township and constructing turnarounds about 3000 feet apart will probably cost about $300,000.00.

R. L. Fisher

RLF:msd

cc: F. L. Gerard
H. A. Hartmann
H. N. Rigby

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